

Implementation and Calibration of the LS-DYNA PID Controller for Female Cervical Muscles

Alit Putra*, Johan Iraeus, Robert Thomson

19 October 2018

Division of Vehicle Safety, Department of Mechanics and Maritime Sciences, Chalmers University of Technology,
Gothenburg – Sweden

1. Background

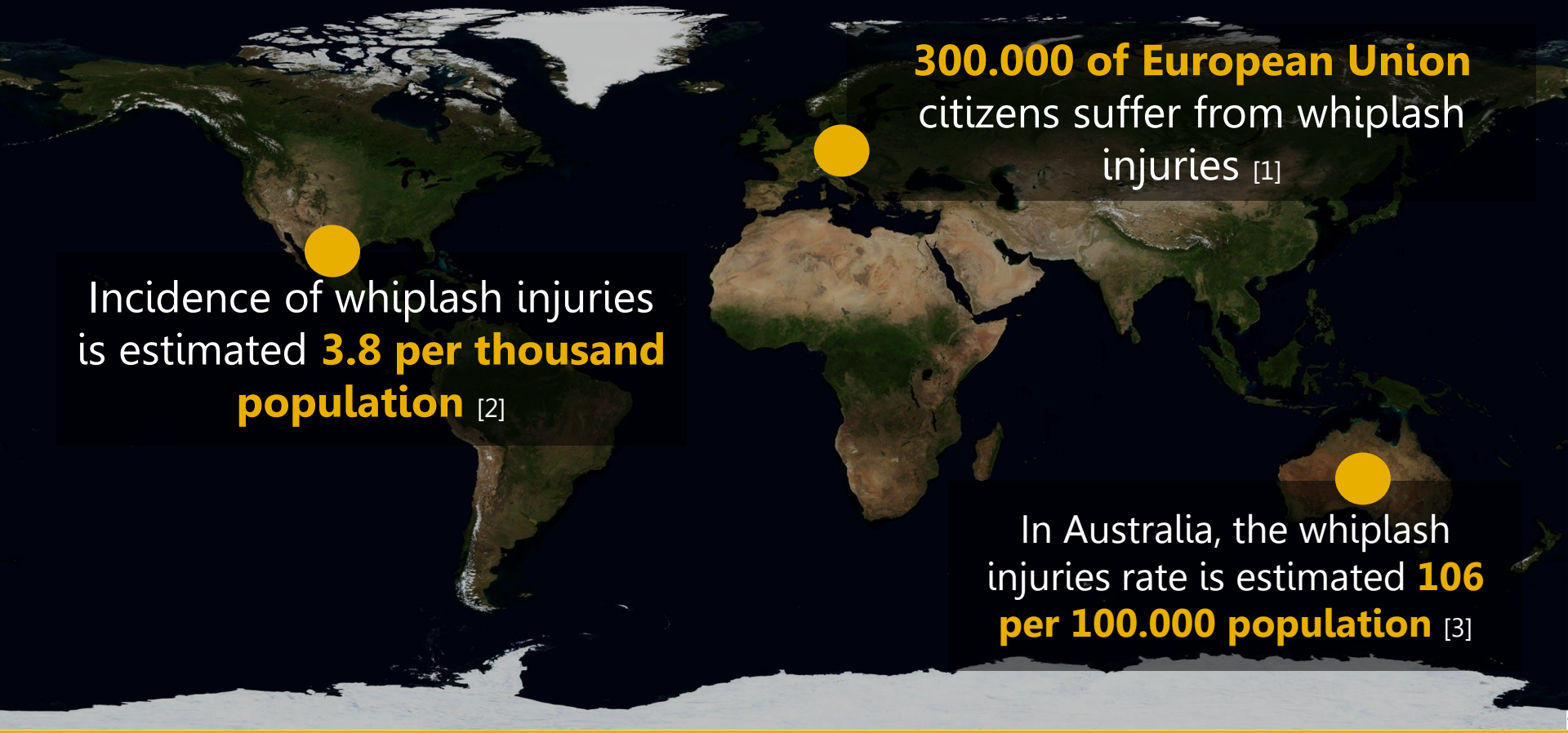




Whiplash Associated Disorders (WADs) or Whiplash Injuries are **a worldwide concern**

[1,2,3]

1. Kullgren, A. et al., (2007);
2. Chen, H.B. et al., (2009);
3. Bannister, G. et al., (2009).



1. Kullgren, A. et al., (2007);
2. Chen, H.B. et al., (2009);
3. Motor Accident Insurance Commission., (2015);

Studies have shown that most of the whiplash injuries are caused by **rear-end crashes** [4,5]

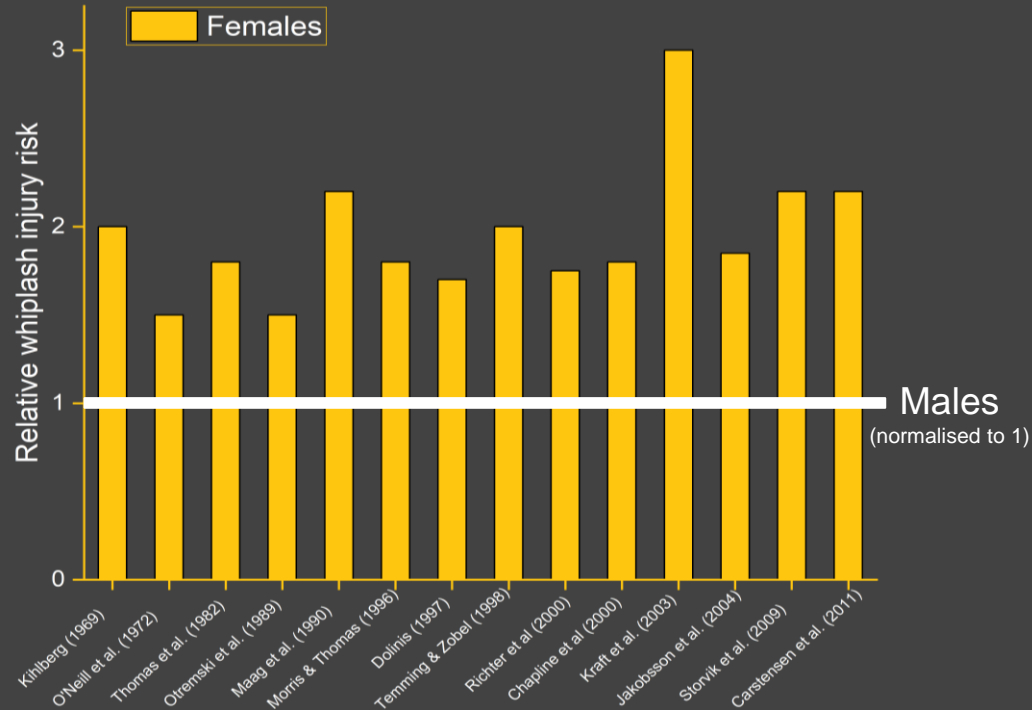
And **females** have a higher risk for whiplash injury compared to males [6,7]

4. Galasko, C.S.B. et al., (1993); 7. Jonsson, B., (2008)

5. Krafft, M., (1998);

6. Dollnis, J., (1997);

In fact, up to **3 times higher** than males... [8]



Despite the high number of WAD victims especially females,

the injury mechanism of WADs is
unclear and not fully understood.




More studies are needed to fully understand the mechanism of Whiplash Injury...

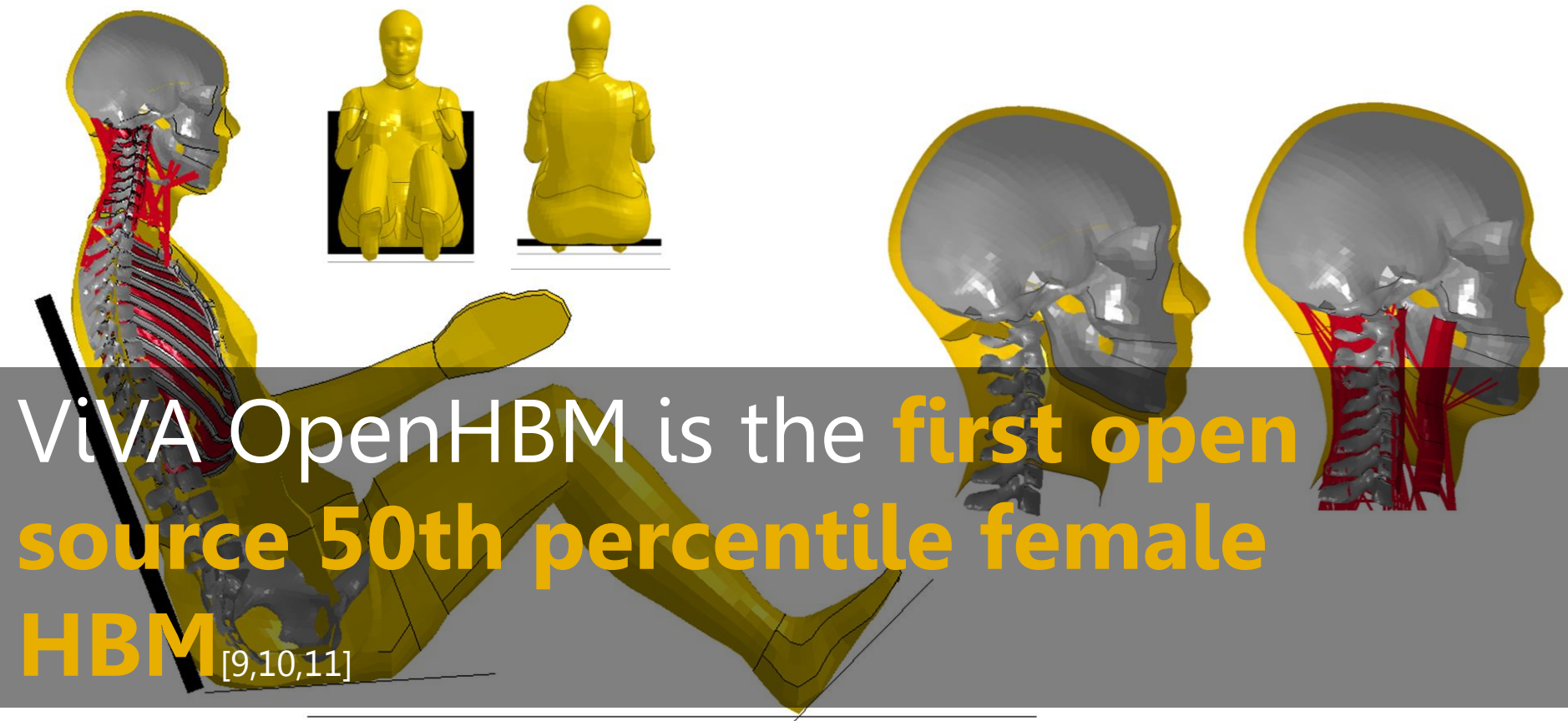
I Agree ☐



HBMs are **powerful tools** for traffic safety research.

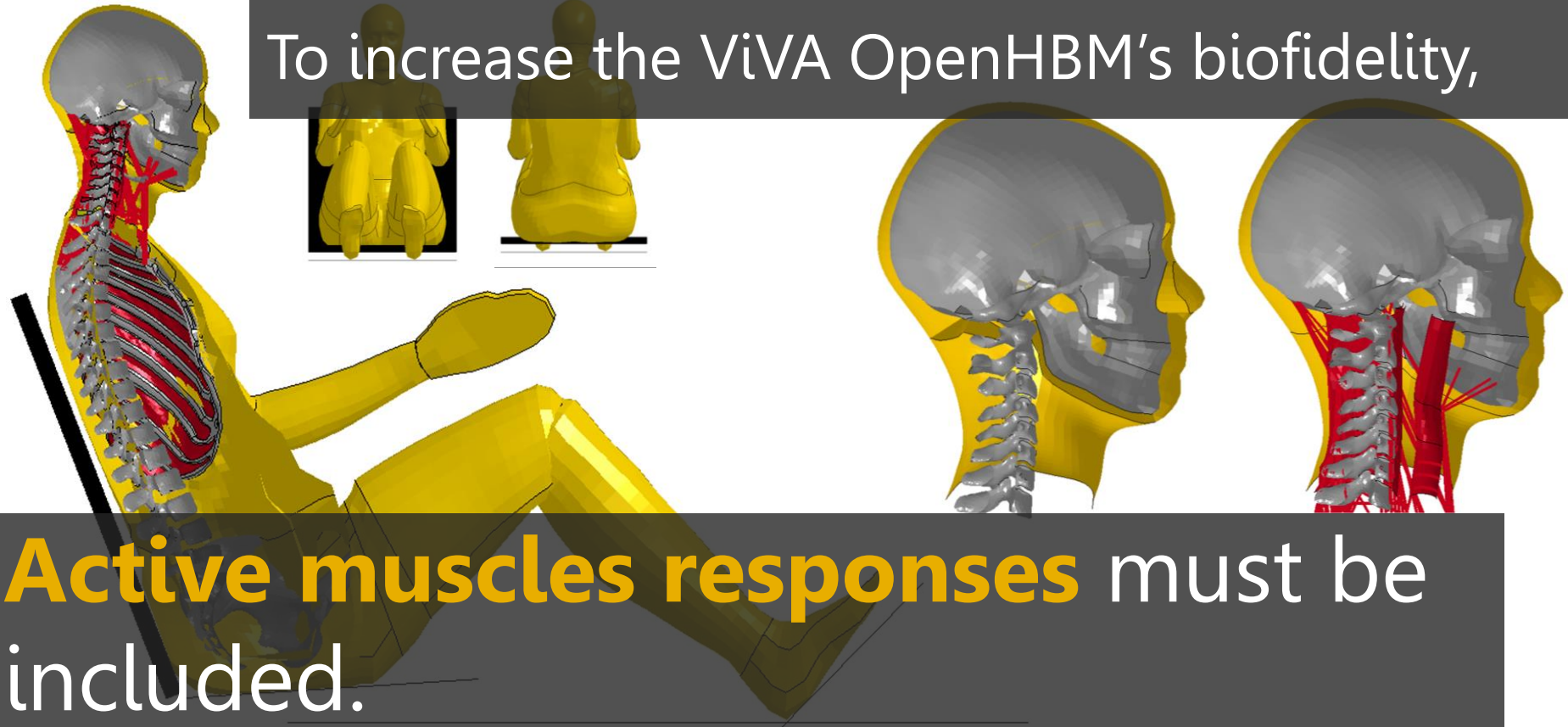


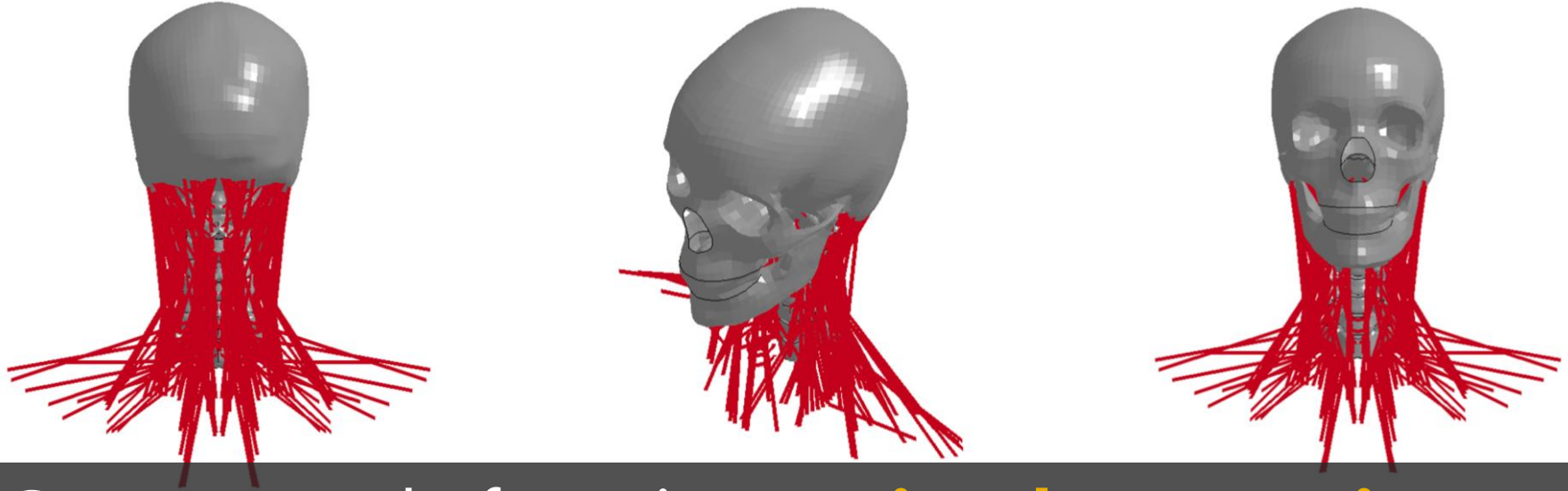
Until recently a HBM that represents the 50th percentile female **did not exist...**



ViVA OpenHBM is the **first open source 50th percentile female HBM** [9,10,11]

To increase the ViVA OpenHBM's biofidelity,



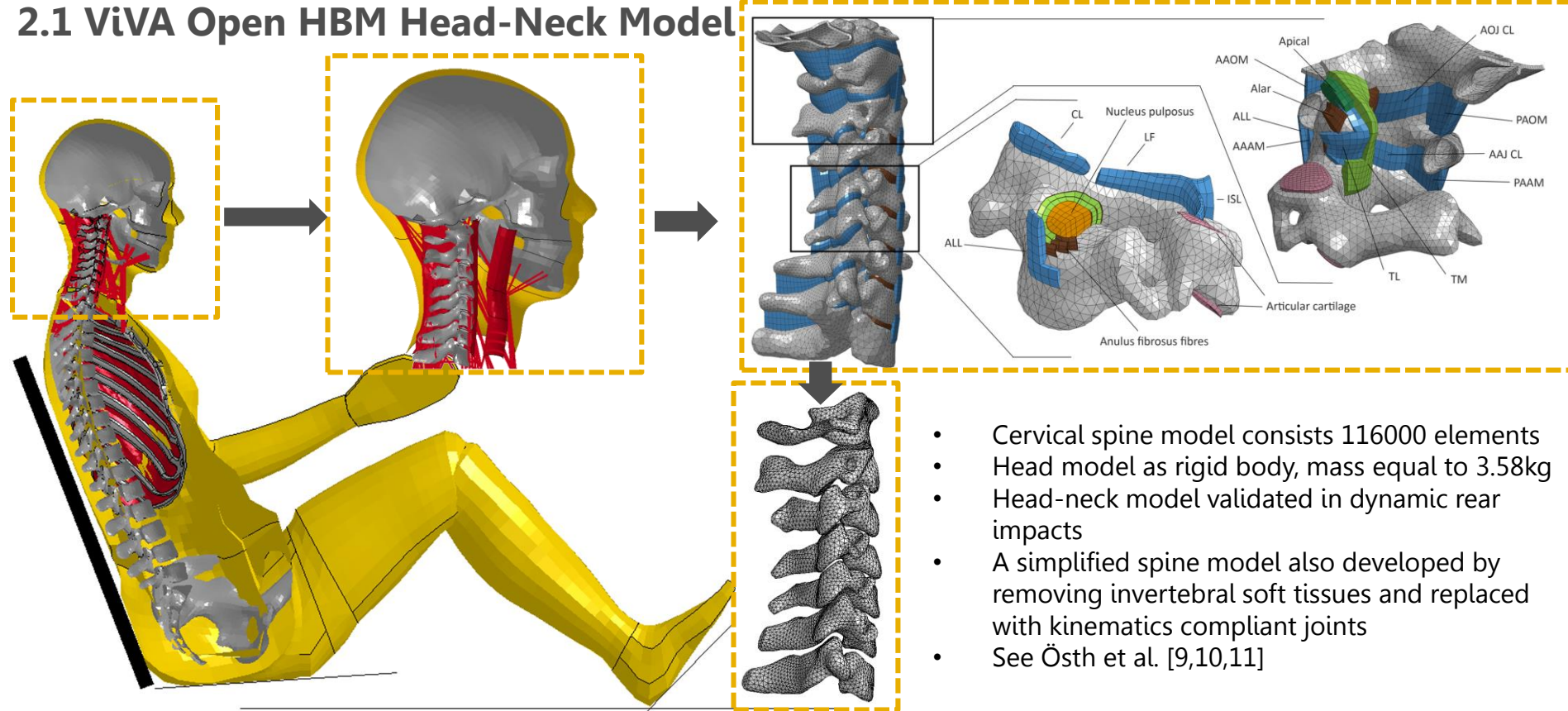


Current study focusing on **implementation and calibration of LS-DYNA PID Feedback control** of the FE models of cervical muscles

2. Method



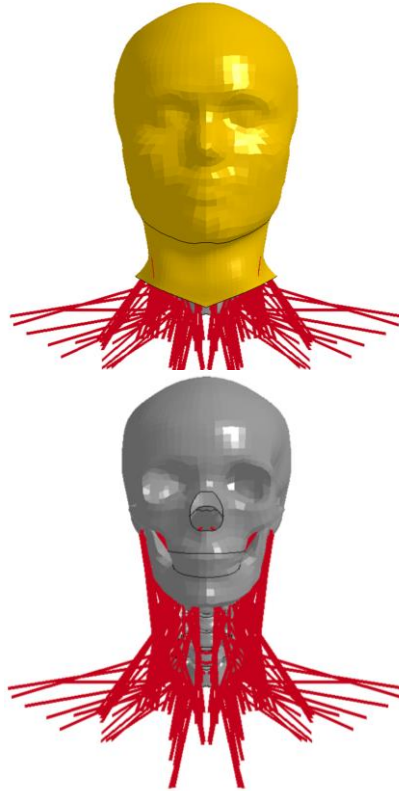
2.1 ViVA Open HBM Head-Neck Model



2.1 ViVA Open HBM Head-Neck Model

No	Name of Muscles
1	M. iliocostalis cervicis
2	M. longissimus capitis
3	M. longissimus cervicis
4	M. intercostalis cervicis
5	M. interspinalis cervicis
6	M. intertransversarii anterior cervicis
7	M. intertransversarii posterior cervicis
8	M. levator scapulae
9	M. longus capitis
10	M. longus colli, craniolateral part
11	M. longus colli, medial part
12	M. multifidus cervicis
13	M. obliquus capitis inferior
14	M. obliquus capitis superior
15	M. omohyoid, venter inferior
16	M. omohyoid, venter superior
17	M. sternohyoid
18	M. sternothyroid
19	M. thyrohyoid
20	M. rectus capitis anterior
21	M. rectus capitis lateralis
22	M. rectus capitis posterior major
23	M. rectus capitis posterior minor
24	M. rhomboideus minor
25	M. scalenus anterior
26	M. scalenus medius
27	M. scalenus posterior
28	M. semispinalis capitis
29	M. semispinalis cervicis
30	M. serratus posterior superior
31	M. splenius capitis
32	M. splenius cervicis
33	M. sternocleidomastoideus
34	M. trapezius, pars descendens

34 Muscles



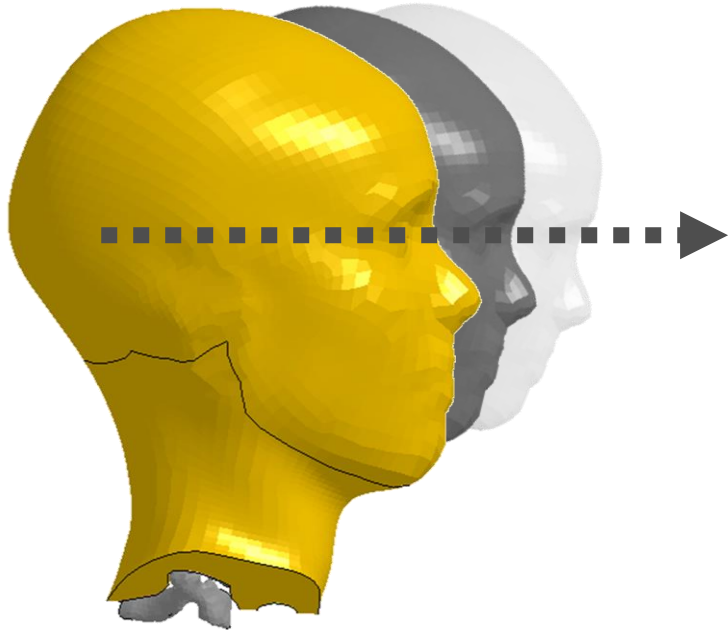
• Passive muscles model

• 129 fascicles of muscles each side

• 1 D Hill-type Muscles Element
• (*MAT_MUSCLE_156)

• Distal end of muscles constrained to move with T1

2.2 Vestibular – Vestibulocollic Reflex



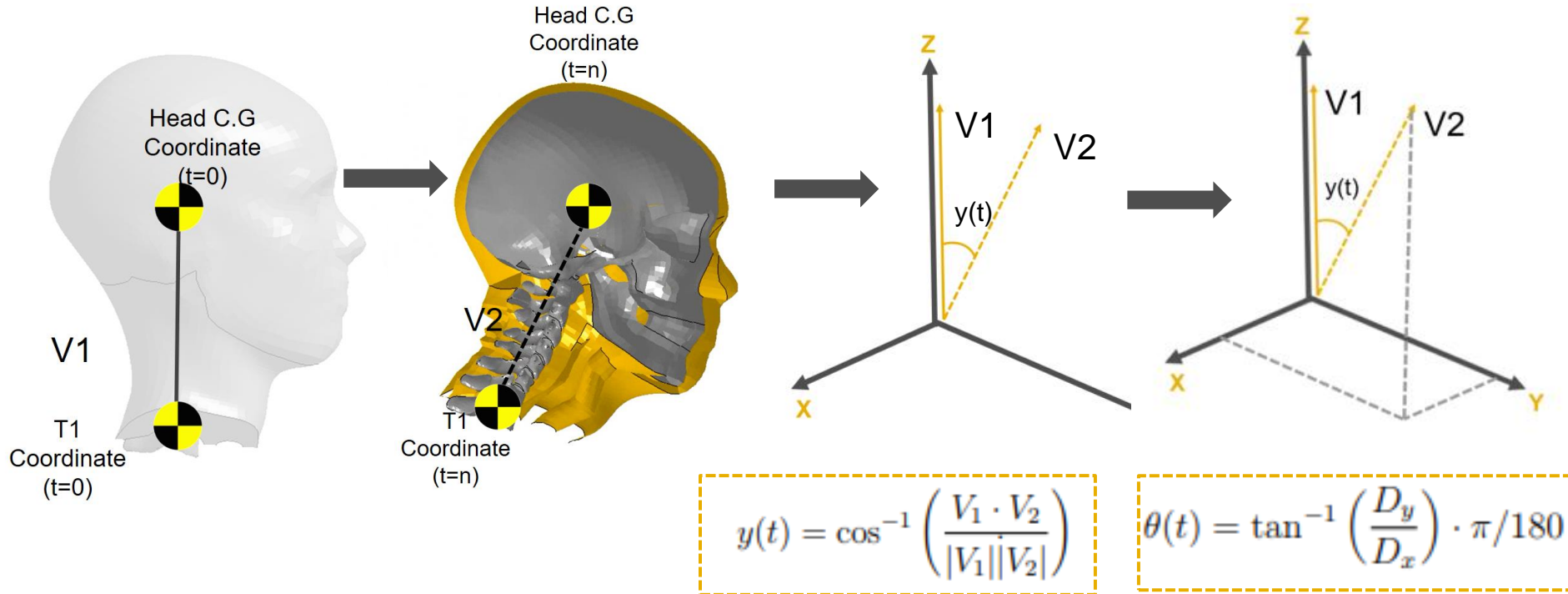
- The vestibulocollic reflex (VCR) acts on the cervical musculature to **stabilize the head in space** sensed by semicircular canal organs [12].
- The VCR reflex was **assumed to be active during rear-impact**.
- The controlling muscles activation was **adopted from Östh et al.** [13] **and Olafsdottir.** [14]

12. Goldberg & Cullen (2011)

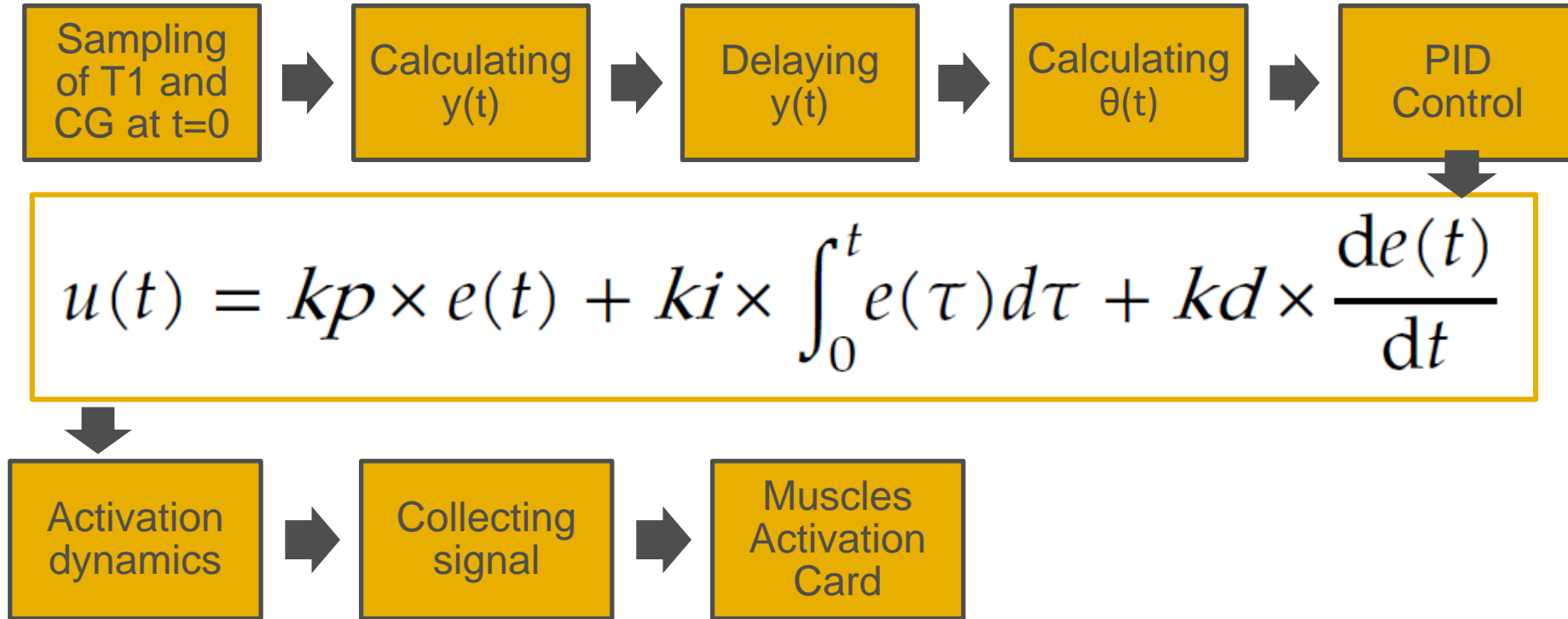
13. Östh et al., (2012)

14. Olafsdottir., (2017)

2.3 Implementation of LS-Dyna PID Control on Cervical Muscles FE Model

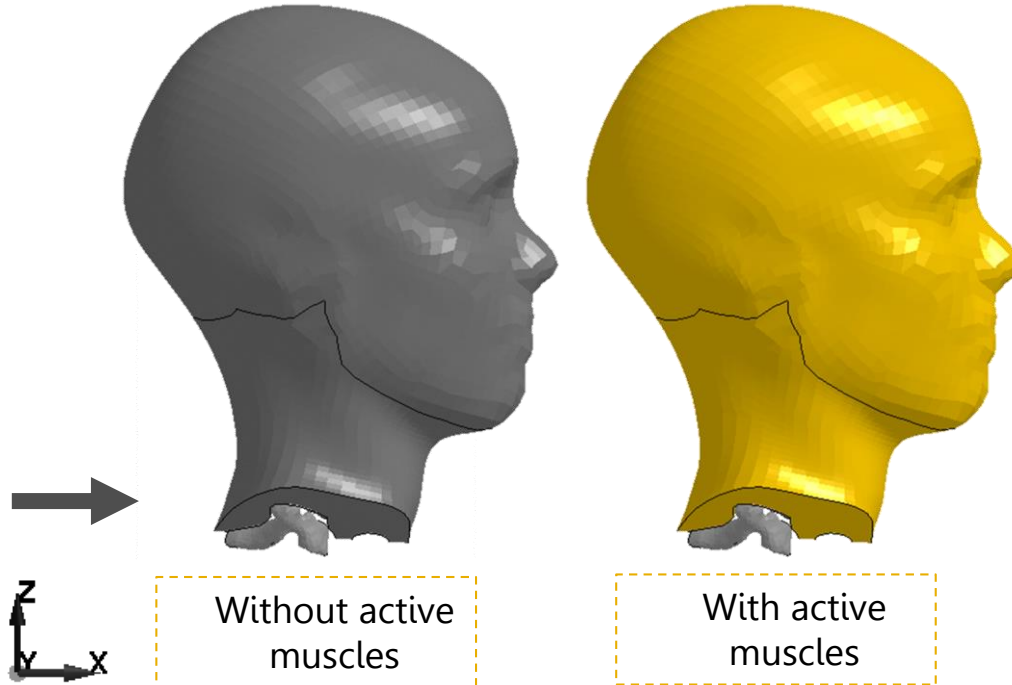


2.3 Implementation of LS-Dyna PID Control on Cervical Muscles FE Model



2.3 Implementation of LS-Dyna PID Control on Cervical Muscles FE Model

- Test case based on **Östh et al. 2017** [10]



- Total simulation 300ms including 100 ms settling simulation with global damping
- A sine shape pulse applied in T1 vertebra
- Peak acceleration 47 m/s²
- Duration of 0.1 s ($\Delta V=3\text{m/s}^2$)

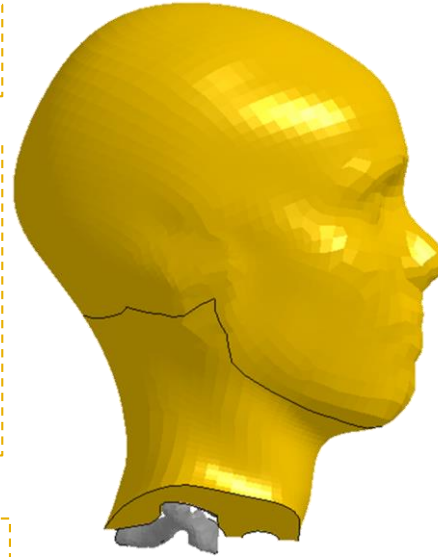
No	Parameters	Feedback Gains based on Olafsdottir 2017 [17]
1	Co-contraction level	0.05
2	Proportional gain (kP)	1.301
3	Integral gain (kI)	0.000
4	Derivative gain (kD)	470
5	Delay response time	20 ms

2.4 Calibration of LS-Dyna PID Control Feedback Gains

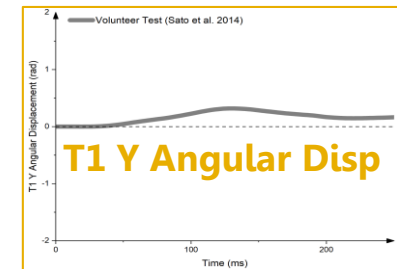
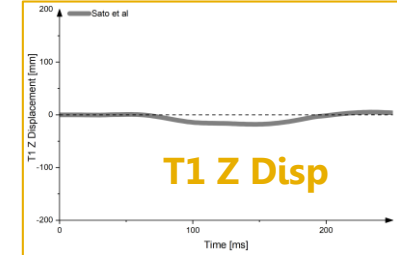
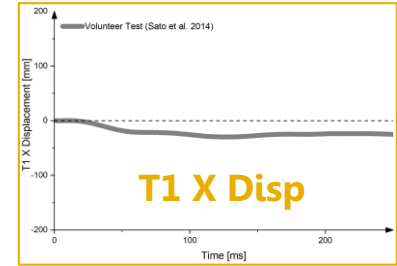
- Experimental data based on **Ono et al. 2006 & Sato et al. 2014** [15,16]

Goal of Calibration:

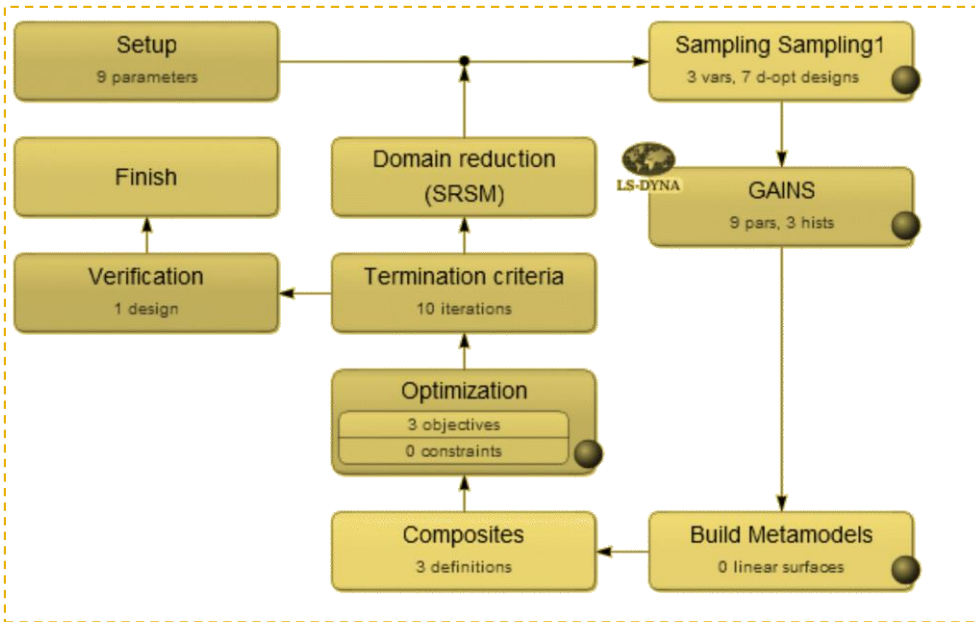
- Head C.G kinematics of the **model match the head C.G kinematics of the published volunteer data**
- Total simulation 350ms including 100 ms settling simulation with global damping
- T1 motions from the published volunteer data were prescribed in the T1 of the model



Prescribed in T1 of
the Model

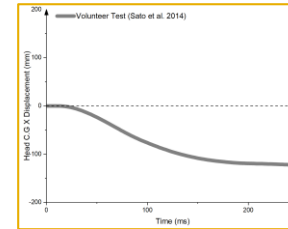


2.4 Calibration of LS-Dyna PID Control Feedback Gains

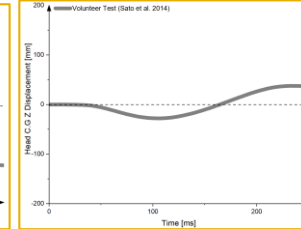


No	Parameter	Ranges	LS-OPT
1	Proportional gain (kP)	0.01 – 5.00	Add as * (star) parameter
2	Derivative gain (kD)	1- 1000	Add as * (star) parameter
3	Delay response time	15ms - 88ms	Add as * (star) parameter

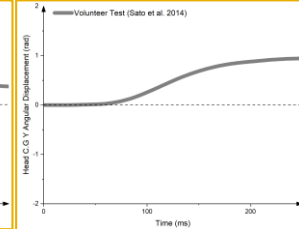
Head C.G X Disp



Head C.G Z Disp



Head C.G Y Ang Disp



Composites

Composite definition

Z_Head

Curve Matching: Measure 'Head_Z' against target 'HeadZ_FSK' using MSE of ordinate values

X_Head

Curve Matching: Measure 'Head_X' against target 'HeadX_FSK' using MSE of ordinate values



AngY_Head

Curve Matching: Measure 'Head_Y' against target 'HEADY_FSK' using MSE of ordinate values

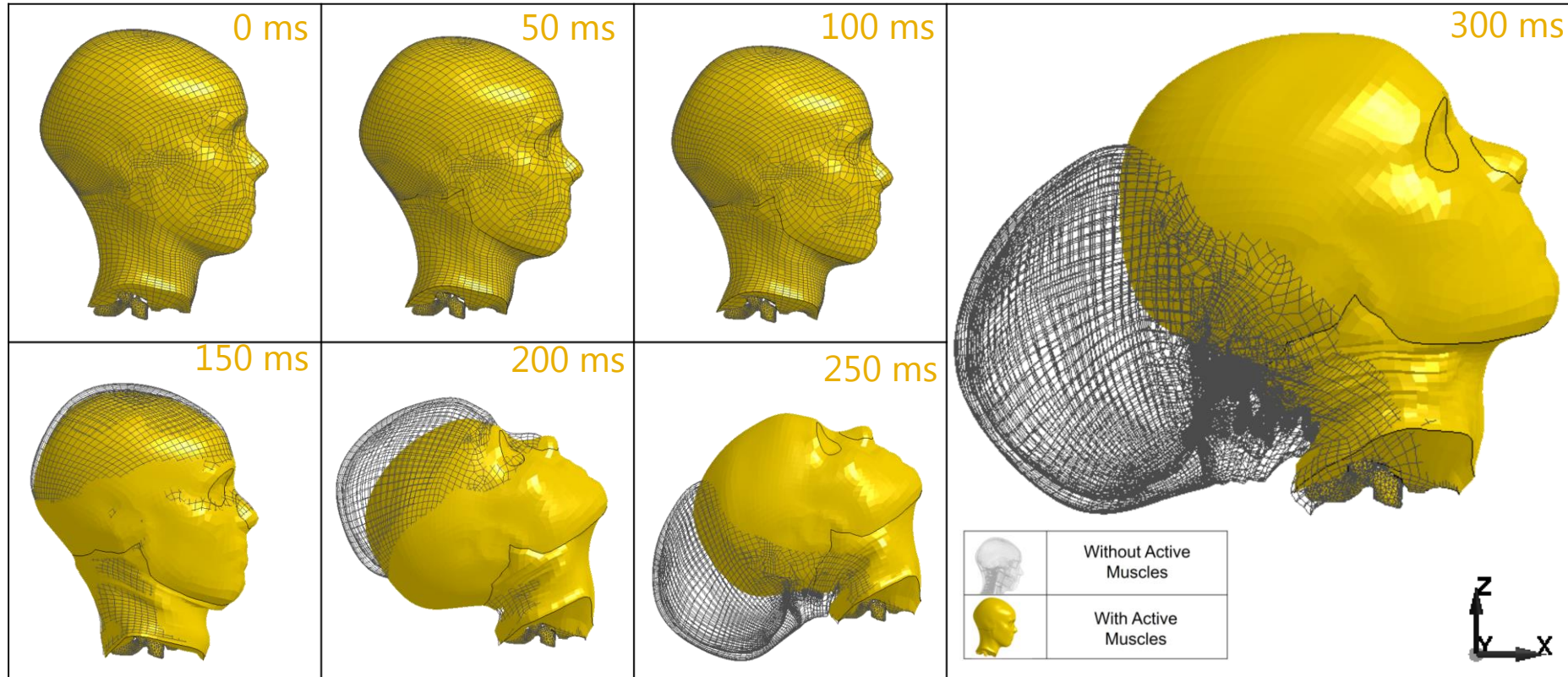
3. Result & Discussion



3.1 Test Case Comparison

	Without Active Muscles
	With Active Muscles

3.1 Test Case Comparison



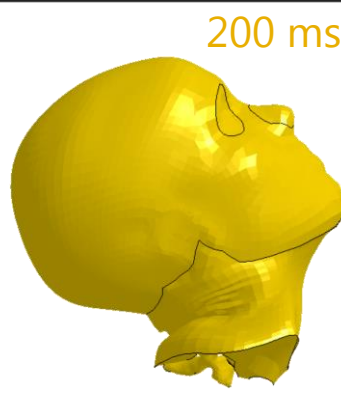
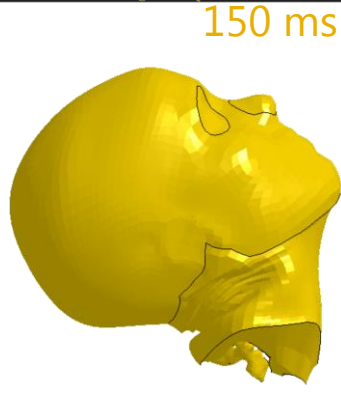
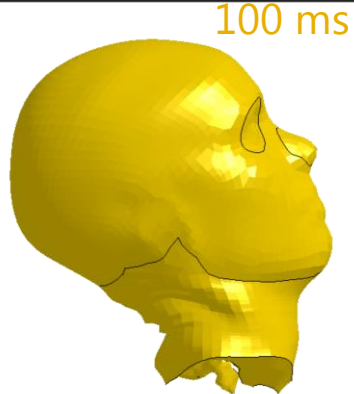
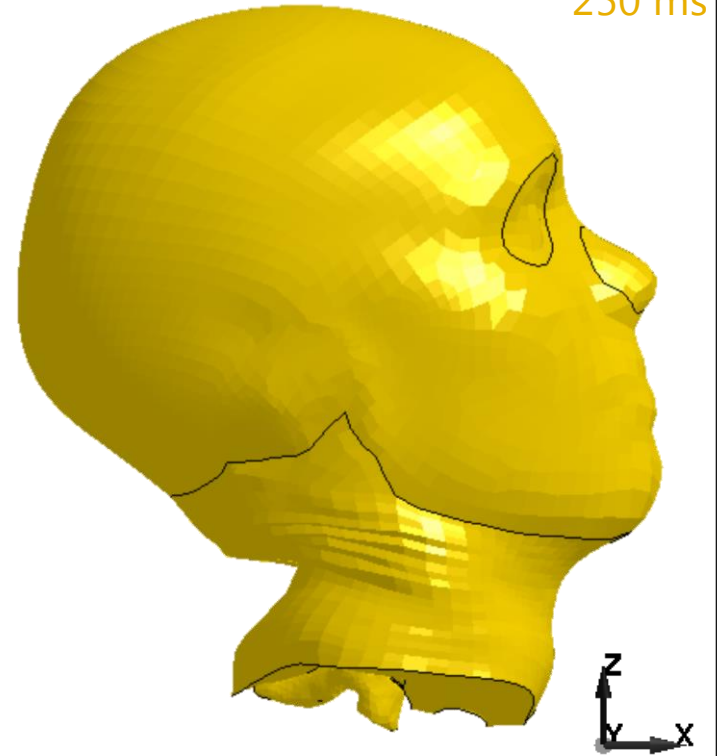
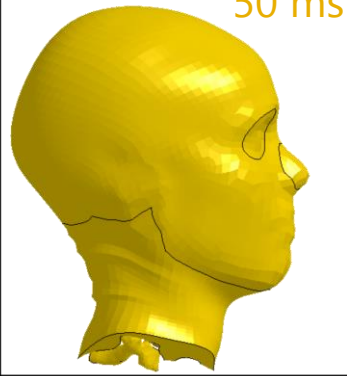
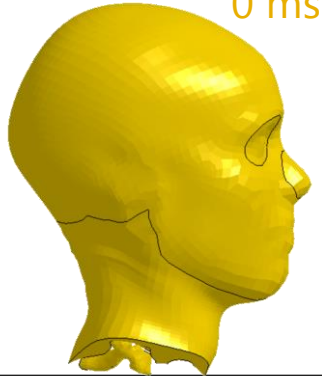
3.2 Result of Calibration

No	Parameter	Gains
1	Proportional gain (kP)	1.96
2	Derivative gain (kD)	557.58
3	Delay response time	38.26ms


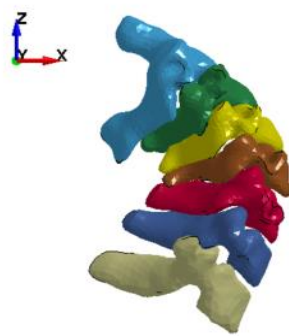
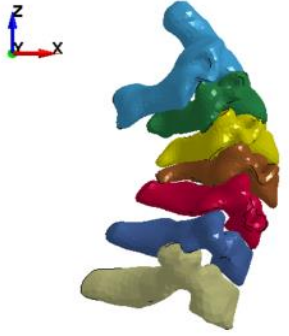
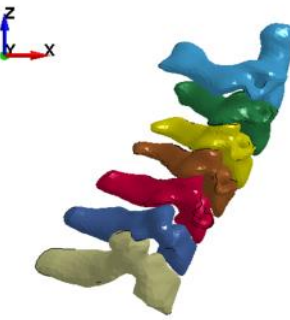


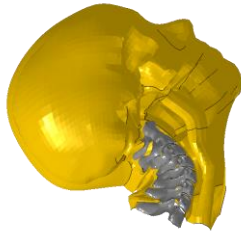
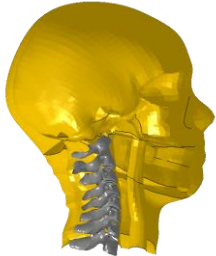
3.2 Result of Calibration

100 ms settling
simulation with
global damping
was not included

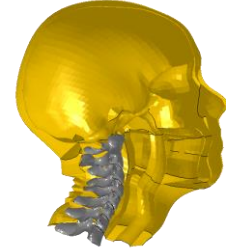


3.2 Calibration Results

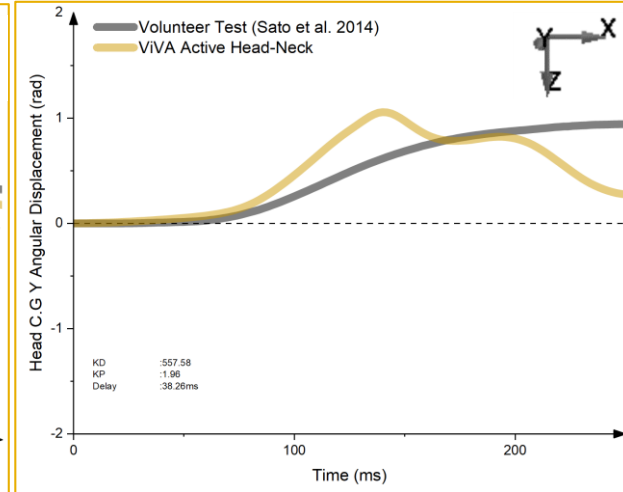
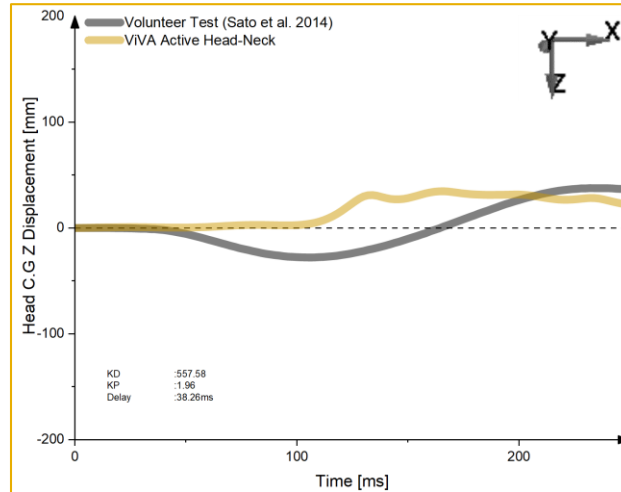
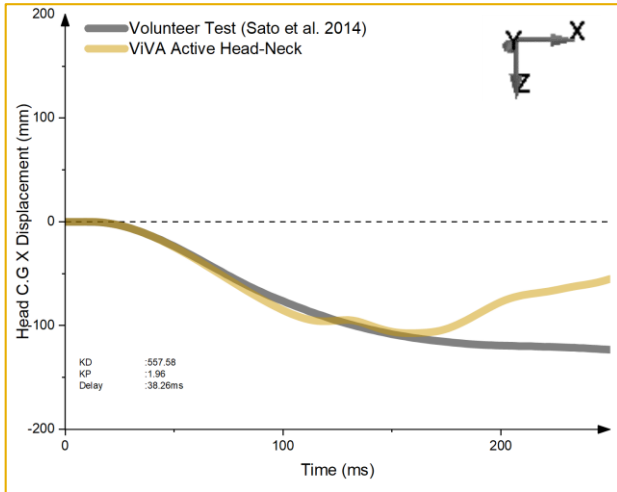
Retraction	Extension	Extension	Flexion
60ms	140ms	220ms	300ms
			



Long duration of
extension in the
model



3.2 Calibration Results



Head C.G Displacement in X Direction

Head C.G Displacement in Z Direction

Head C.G Angular Displacement in Y Direction

4. Conclusion



- The LS-Dyna PID (Proportional Integral Derivative) feedback controls were successfully implemented on the Finite Element (FE) models of cervical muscles of ViVA OpenHBM Head-Neck model.
- Based on the test case simulation, the cervical muscles with active reflexive feedback control showed to influence the head kinematics of the model.
- The PID control gains were successfully calibrated by conducting a parameter identification using LS-OPT.
- The head C.G motion of ViVA OpenHBM Head-Neck model with active active reflexive feedback control showed good agreement in horizontal direction while further improvements are needed to match the volunteer head C.G motion in the vertical and angular direction.

5. Acknowledgement & Reference



- This study was funded by the Swedish Governmental Agency for Innovation Systems (**VINNOVA**). The simulations were performed on resources at Chalmers Centre for Computational Science and Engineering (**C3SE**) provided by the Swedish National Infrastructure for Computing (**SNIC**) and carried out at Vehicle and Traffic Safety Research Centre at Chalmers (**SAFER**).
- The authors would like to thank the project members: **Astrid Linder, Mats Svensson, Lotta Jacobson, Anders Kullgren and Anders Flogård**. The authors also would like to thank **Karin Brodin, Jonas Östh, Jona Olafsdottir, Erik Eliason and Fusako Sato** for the fruitful discussion regarding the project.
- All pictures that used in this presentation were downloaded from open sources/public domain/ Chalmers-owned copyright.
- **Download ViVA Model at: <http://www.chalmers.se/en/projects/Pages/OpenHBM.aspx>.**

- [1] Kullgren, A., Krafft, M., Lie, A., Tingvall, C., (2007). The effect of whiplash protection systems in real-life crashes and their correlation to consumer crash test programmes In: Proc. 20th ESV Conference. Lyon, France,. pp. 1–7.
- [2] Hai Bin Chen; Zheng Guo Wang; King H. Yang Biomechanics Of Whiplash Injury,chinese Journal Of Traumatology 2009; 12(5):305-314
- [3] Motor Accident Insurance Commission. Annual report 2014-2015. Brisbane 2015.
- [4] Galasko, C. S. B., Murray, P. M., Pitcher, M., Chambers, H., Mansfield, S., Madden, M., ... Hodson, M. (1993). Neck sprains after road traffic accidents: a modern epidemic. *Injury*, 24(3), 155–157. [https://doi.org/10.1016/0020-1383\(93\)90279-](https://doi.org/10.1016/0020-1383(93)90279-)
- [5] Krafft, M. (1998). A comparison of short- and long-term consequences of ais 1 neck injuries, in rear impacts. Proceedings of the International Research Council on the Biomechanics of Injury Conference, 26, 235–248. <https://doi.org/10.1017/CBO9781107415324.004>
- [6] Dolinis, J. (1997). Risk factors for “whiplash” in drivers: A cohort study of rear-end traffic crashes. *Injury*, 28(3), 173–179. [https://doi.org/10.1016/S0020-1383\(96\)00186-6](https://doi.org/10.1016/S0020-1383(96)00186-6)
- [7] Jonsson, B. (2008). Interaction between humans and car seats : studies of occupant seat adjustment, posture, position, and real world neck injuries in rear-end impacts (PhD dissertation). Kirurgisk och perioperativ vetenskap, Umeå. Retrieved from <http://urn.kb.se/resolve?urn=urn:nbn:se:umu:diva-1636>
- [8] Carlsson, Anna, Astrid Linder, Johan Davidsson, Wolfram Hell, Sylvia Schick, and Mats Svensson. 2011. “Dynamic Kinematic Responses of Female Volunteers in Rear Impacts and Comparison to Previous Male Volunteer Tests.” *Traffic Injury Prevention* 12 (4): 347–57. <https://doi.org/10.1080/15389588.2011.585408>.
- [9] Östh, J., Vazquez, M. M., Svensson, M. Y., Linder, A., & Brolin, K. (2016). Development of a 50thpercentile female human body model. 2016 IRCOBI Conference Proceedings - International ResearchCouncil on the Biomechanics of Injury, 573– 575.
- [10] Östh, J., Vazquez, M. M., Linder, A., Svensson, M. Y., & Brolin, K. (2017). The VIVA Open HBM FiniteElement 50th Percentile Female Occupant Model: Whole Body Model Development and KinematicValidation. 2017 IRCOBI Conference Proceedings - International Research Council on the Biomechanics of Injury, 443-466.
- [11] Östh, J., Mendoza-Vazquez, M., Sato, F., Svensson, M. Y., Linder, A., & Brolin, K. (2017). A female head– neck model for rear impact simulations. *Journal of Biomechanics*, 51, 49– 56.<https://doi.org/10.1016/j.jbiomech.2016.11.066>
- [12] Goldberg, J.M. & Cullen, K.E. Vestibular control of the head: possible functions of the vestibulocollic reflexExp Brain Res (2011) 210: 331. <https://doi.org/10.1007/s00221-011-2611-5>
- [13] Östh, J., Brolin, K., & Happee, R. (2012). Active muscle response using feedback control of a finiteelement human arm model. *Computer Methods in Biomechanics and Biomedical Engineering*, 15(4), 347– 361.<https://doi.org/10.1080/10255842.2010.535523>
- [14] Ólafsdóttir, J. M. (2017) Muscle Responses in Dynamic Events- Volunteer Experiments And NumericalModelling For The Advancement Of Human Body Models For Vehicle Safety Assessment, Ph.D ThesisIn Machine And Vehicle Systems, Chalmers University of Technology.
- [15] Ono, K., Ejima, S., Suzuki, Y., Kaneoka, K., Fukushima, M., & Ujihashi, S. (2006). Prediction of NeckInjury Risk Based on the Analysis of Localized Cervical Vertebral Motion of Human Volunteers DuringLow-Speed Rear Impacts. IRCOBI Conference Proceedings, 103– 113.
- [16] Sato, F., Nakajima, T., Ono, K., & Svensson, M. (2014). Dynamic Cervical Vertebral Motion of Femaleand Male Volunteers and Analysis of its Interaction with Head/Neck/Torso Behavior during Low-SpeedRear. IRCOBI Conference Proceedings, 227– 249.



CHALMERS
UNIVERSITY OF TECHNOLOGY